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A Timely Warning to Workers.

In his denunciation of the Industrial Workers of the World Cardinal GIBBONS used words as well chosen as they are timely. They come with peculiar force from a priest of that church which particularly represents democracy and stability. They are pronounced in an hour that sees the perverted ingenuity and detestable dishonesty of the Industrial Workers of the World most threateningly manifest themselves.

"I know of the Industrial Workers of the World. They are demagogues, the leaders of the organization you refer to demagogues unstable and dangerous, who are leading the poor workingmen into labyrinthine mazes of strife from which he will find it hard to extricate himself."

"Let the laboring man beware the demagogues represented by the Industrial Workers of the World."

At the moment Cardinal GIBBONS, speaking from full knowledge and ripe experience, was using this language, the leaders of the Industrial Workers of the World were seeking to deceive their ignorant dupes by telling them that the acquittal of their comrades charged in Massachusetts with murder was due not to the orderly processes of justice, but to terror inspired by the might of their organization. Inflaming their followers with false accounts of their power, the leaders were endeavoring to incite them to violence, incendiarism and murder. They planned to turn the natural rejoicing of men at justice done into rage against the very institutions that protect and guard them.

Cardinal GIBBONS took advantage of an opportune moment to utter his warning against the revolutionists who lead the Industrial Workers of the World, and from no man could condemnation come with greater force and dignity.

Penny Unwise.

Something of the fine scorn of small change and proper charges which has made the American millionaire popular and ridiculed abroad is discernible in the fashion in which Governor Dix rejects the \$10,000 which the Federal Government has offered for the improvement of the harbor of New York. The only striking difference is that in this case the money rejected does not belong to the man who spends it.

The Governor of a State which has just voted by 50,000 majority to add another \$50,000,000 to the \$50,000,000 already devoted to the improvement of the harbor of the State might conceivably find \$10,000 insignificant by contrast. It might even seem as little to him as Portuguese copper to a Portuguese world explorer—but why should he reject it?

The Governor of the State has now allocated to highway improvement will not suffice to rebuild all the roads within its boundaries. The \$10,000 the Federal Government offered would increase the mileage of improved roads. Is it wise public policy or true "Democratic economy" to waste \$10,000 just to remind an unimpeachable national Government of the fact that New York is a "million dollar State"?

Robert Collyer.

ROBERT COLLYER is at his end or near it; returning to heaven, almost in his nineties. For two generations he has worked for the good of this country and of everybody in it of good will. Methodist or Unitarian, what creed save the love of God and man was that of this fine old athletic figure, blacksmith of God, who hammered many wickednesses and shams, who mill hand as he was in boyhood, learned an English of rare force, felicity and beauty, and knew the hardest kind of work and the ennobling graces and refinements of life?

Great captains with their trumps and drums, oarsmen and sophists with their mouths of thunder, the sons of shrewdness that run away with the supposed first prizes of the world, these have their long hours and high places; but what are they by the side of spirits of kindness and missionaries of beneficence like ROBERT COLLYER?

May They Have a Fair Chance?

If politics insists upon intruding on Thanksgiving Day, might it not wear a little more genial face than this:

"TO THE EDITOR OF THE SUN:—Sir: What ever went with the hat that was thrown into the ring with such gusto not long since, and what has gone with the fellow who threw it? Applause does not long follow a loser. Wilson is the man just now, but wait a year or so, when all appointments are made and the remainder of the trusts and the tariff is 'busted,' and when it is found that the cost of living is not reduced, and the twenty dollar gold piece is not growing on bushes, and everybody has to inherit, work or steal

for a living as now, then Democracy and Wilson will get 'him.' E. C. WELLS.
 "GLEN MOORE, N. J., November 28."

Does anybody suppose that people won't have to work exactly in the ancient way, whatever Administration is in power? Governor Wilson will not go in with any mandate for the return of the Golden Age. Some changes, some good constructive work may be hoped for, but the main thing is that the Democrats are entitled to have their men and ideas in power. They are patriotic and well meaning. We doubt if the country generally has any wish that they should not be prosperous in place. They will have their troubles, but only extreme partisans will refuse to wish them good fortune so long as the Republicans enjoyed so long.

British Dreadnought Strength.

When the battleship Conqueror goes into commission next Monday Great Britain will have fourteen dreadnoughts and super-dreadnoughts in her first battle line. To complete the first and second battle squadrons of eight ships each it has been necessary to include two pre-dreadnoughts, the Agamemnon and the Lord Nelson, of 16,500 tons and carrying a main battery of four 12 inch guns; but these ships will be replaced by the super-dreadnoughts Ajax and Centurion in April next.

The strength of the first and second battle squadrons even as now constituted must give Great Britain a feeling of security in the present critical situation in Europe. No other sea power has a fleet that can stand comparison in gun power with the two squadrons forming England's van of fighting ships. They include, not counting the two pre-dreadnoughts (which correspond to our own Connecticut or Louisiana), the King George, of 25,000 tons displacement, with ten 13.5 inch guns; the Orion, Thunderer, Monarch and Conqueror, of 23,500 tons, with ten 13.5 inch guns; the Colossus and Hercules, of 20,000 tons, with ten 12 inch guns; the St. Vincent, Collingwood and Vanguard, of 19,250 tons, with ten 12 inch guns; the Bellerophon, Temeraire and Superb, of 18,600 tons, with ten 12 inch guns; and the original Dreadnought, of 17,000 tons, with ten 12 inch guns. Adding the eight 12 inch guns of the Agamemnon and the Lord Nelson this fleet could confront an enemy with forty 13.5 inch guns, ninety-eight 12 inch guns and twenty 9.2 inch guns, not to say stress upon 224 4 inch guns of sink destroyers.

German naval construction is done under cover and the number of dreadnoughts in commission is at no time definite; but it is doubtful if Germany could send into her first battle line more than six dreadnoughts carrying main batteries of 12.2 inch guns, the Kaiser, Friedrich der Grosse, Thüringen, Helgoland, Ostfriesland and Oldenburg. Four other battleships, the Westfalen, Nassau, Posen and Rheinland, with main batteries of twelve 11 inch guns, would bring her line up to a greater fighting strength than any other European Power except England could send to sea; but the massed gun power of the British fleet would give it a formidable superiority over the German line of battle.

England in the Balkans.

In spite of the lament of the British press at the outset of the Balkan crisis, when it seemed as if the foreign policy of the country which under PALMERSTON and BEACONFIELD had imposed its will in the Eastern Question upon Europe was playing a not too "brilliant second" to French diplomacy, it is now becoming apparent that a Liberal Government has again handled a great foreign problem with unexpected credit to itself.

At the outset of the present Balkan war the Asquith Ministry was hampered by an internal political dispute which promptly culminated in an adverse vote in the House of Commons. At this period the task of preserving friendly relations between the great Powers was undertaken and successfully performed by M. POINCARÉ, the French Prime Minister, and the British and Russian Foreign Ministers seemed merely to be lending their tacit support to the French statesman.

But at the critical moment, when the victories of the Balkan States had made it clear that the status quo was a thing of the past, M. POINCARÉ blundered or at least through overzeal brought about a dangerous situation. His proposal that all the great Powers should pledge themselves to a self-denying ordinance, so far as profit in the Balkan war was concerned, and proclaim their "disinterestedness" instantly aroused Austrian opposition and moved Vienna to declare that French diplomacy was in fact serving Russian purposes.

Plainly Austria, the single European Power with a Turkish frontier in Europe, could not agree to a disinterestedness which abandoned actual commercial and strategic interests, even if no territorial ambitions were cherished. For precisely the same reasons that France declined to submit to the Algerian Conference any question affecting French special interests on the Algero-Morocco frontier, Austria flatly rejected a policy which might even remotely suggest a surrender of any fraction of her "special interests," the reality of which was patent. The rejection at Vienna was also accompanied by a plain intimation of Austrian suspicion of French good faith.

At this moment, thanks to the extremely provocative attitude of Serbia, the general situation became tense, and a quarrel between Austria and Russia, involving the other partners of the Triple Alliance and the Triple Entente, seemed at hand. A speech by ASQUITH at Nottingham promptly cleared the air and furnished a basis of understanding which has so far sufficed. It was the British Prime Minister's suggestion that no "isolated question" should be permitted to provoke interference in the war or hostilities between interested nations in advance of the general settlement after peace. This left Austrian

claims intact, but prevented their being pressed at the moment.

In addition to this common sense suggestion British diplomacy used all its influence to moderate the zeal of Russia, to demonstrate that England, like France, had no desire to risk a war to win a diplomatic victory for the Triple Entente over the Triple Alliance, and to prove that while British public sympathy was overwhelmingly with the Balkan peoples and their reasonable demands, and British international agreements would compel England to support her partners of the Entente were war forced upon her, the desire of the responsible Ministers of Great Britain was for peace, and their determination not to be dragged into unnecessary war was fixed.

As a result, despite several tense moments the formula supplied by ASQUITH has sufficed to keep peace and even a degree of good feeling between the various nations. It is true that the whole weight of the Asquith Ministry has been for peace and it tacitly indicated an abandonment of practically all for which BEACONFIELD and PALMERSTON were prepared to fight, and in the case of the latter did fight to prevent; but within these limits and as an agent of peace it is clear ASQUITH has preserved for Great Britain a pacific and even directing influence in the Eastern Question.

Flying the Atlantic.

MR. CLAUDE GRAHAME-WHITE in discussing his project of making the Atlantic passage in a hydroaeroplane next year says that he anticipates some trouble in obtaining the motors for the powerful aircraft which he has planned. To cross the Atlantic in about thirty hours four engines of 250 horse-power would be required, he believes, to drive his aeroplane, which will be large enough to carry two pilots, two mechanics and two passengers. Motors of such power have not yet been built for the heavier than air flying machine. MR. GRAHAME-WHITE would experience difficulty in finding the engineer with genius and patience enough to furnish the design and construct the motor. Some time ago the aviator consulted an engine maker about "a special motor of 250 horse-power," and learned that it could not be furnished in less than eighteen months. This explanation was given:

"During the eighteen months, although you may not believe me, my experimental expenses would amount to not very far short of \$15,000,000. Naturally, you might ask where the money would go. It is not difficult to tell you. Before I was able to get the details of such a new engine in satisfactory order, I should have to make, only to scrap again, quite a number of complete engines."

If the engine maker can produce the perfect high power motor only by elaborate experimenting, so the aviator can prove the fully equipped heavy weight aeroplane to be capable of sustained flight only by a long series of tests involving considerable risk and danger. MR. GRAHAME-WHITE proposes to install four motors of thirty-five horse-power in a machine larger than he has ever handled, but it would not follow that if he made it fly about England the great fabric for the Atlantic passage would be a success. The preliminary test would have to be renewed and made all over again with supplies aboard and the six passengers in their places. It is doubtful whether enough petrol could be carried to last the voyage. MR. GRAHAME-WHITE admits this. Perhaps a reserve could be stored in the "boat" attached to the aeroplane and pumped up into the tank; but it would require nice calculation in the adjustment of weight to keep the "boat" seaworthy as descents into the water might be frequent and in the end the voyagers might have to depend upon its flotation for rescue.

The risks of the weather would have to be taken, and perhaps June would be more auspicious than any part of the autumn, which Mr. GRAHAME-WHITE seems to prefer for the venture. He has unbounded faith in the future of the aeroplane for sustained flights and overseas travelling. It is only a question of power, he has said, he believes that an engine will yet be discovered "infinitely more powerful than the petrol motor, and yet at the same time much lighter." When one considers the amazing performances of the aeroplane in the last two or three years, it will not do to speak lightly of his dream of flying the Atlantic. But it may be surmised that the feat will not be accomplished until prolonged and costly experiments and perhaps fatal trials have been made.

Our Letter Writers.

Among the many things which we have to be thankful for this week and every week are the letters on this page from readers of THE SUN. Nothing can state their infinite variety. They discuss with equal mind matters grave and matters commonly thought frivolous, they range from Panama Canal tolls to buckwheat cakes, turkeys and love and literature, football and political economy and grammar, nothing is too high, little is too insignificant to be discussed in this perpetual symposium and at these suppers of the gods. Again we thank and congratulate our friends.

Approximately 2,500 deer were killed in the Adirondacks this year in the forty-five days of open season, extending from October 1 to November 15. — *Despatch from Albany.*

If these figures are correct Maine is still the hunters' paradise in the East. Probably it always will be, since there are no great estates or extensive preserves in its "wilderness." An estimate of 10,000 deer killed in the season in Maine has been made.

I notice that President TAYLOR has promulgated an executive order extending the classified civil service so as to embrace all fourth class postmasters. I sincerely trust that one of the first acts of Governor Wilson's Administration will be the revocation of that order. — *Senator-elect OLLIVIER JAMES.*

In the opinion of a Kentucky Democrat there is no capable Republican postmaster in the Blue Grass State and every

man Jack of them should be made to walk the plank. As for Mr. TAYLOR's action in drawing the sacred circle around fourth class postmasters, what other purpose did he have in the judgment of democratic Kentucky but the salvation of the attractive offices for Republican fossils?

Peace will probably return to the Balkans "when the snow melts" just to complete the rout of the experts.

The Republicans can await the result in California with perfect composure.

Addressing a turbulent crowd of his supporters here last summer BEACONFIELD declared he would pardon any convict whom the people wanted liberated. The crowd went on to release MULLS. — *Despatch from Spartanburg, S. C.*

The Governor of South Carolina on the day before Thanksgiving pardoned the said MULLS, who had been sentenced to imprisonment for life for murder. Thus was inaugurated the new reform of the recall of convicts by the people in mass meeting assembled.

BUCKWHEATS.

With Fond Recollections Also of Sausages and Pork Chops.

TO THE EDITOR OF THE SUN:—Sir: I saw in a store window to-day a sign "New Buckwheat," so I know people still eat buckwheat; but I doubt if it is as much eaten as it was in years back, say in the days when I was a youngster.

We always had buckwheat cakes for breakfast. Mother, sometimes father, used to stir the batter the night before in a curious fat, round, straight sided, brown earthenware pot with a handle and a hole in the top, and for that purpose have never seen anywhere at any time another pot just like that one; and then it was set in just the right spot by the kitchen stove, for the batter to rise through the hole.

In the morning they thinned this batter out just a little with water and then they fried the cakes; in our house on a long, double griddle that covered two stove holes, on which you could cook two or three cakes at a time.

Every morning in winter we had those buckwheat cakes, light as a feather, and with them we always had sausages or pork chops, and such sausages and pork chops I have never seen since. I have a friend who has been here twelve years, the one who told me that I would have to go through all these years he has not been able to get the taste of buckwheat cakes out of his head. I have heard that the ostrich has a better way to simplify matters for those who desire to become citizens on their own responsibility and for right reasons?

BUREAUCRATIC INCIVILITY.

Unnecessary Harshness Put in the Way of Foreign Born Citizens.

TO THE EDITOR OF THE SUN:—Sir: I got my citizenship papers to-day and I am proud of them; glad of the opportunities and privileges they confer on me, and glad to become a citizen of this country. But at the risk of trying your patience I will mention a few of what seem to me unnecessary obstacles put in the way of those trying to become citizens.

With the Federal law as it is written I have no fault to find. It was made by men who knew what was best for this country in the way of separating the desirable and undesirable applicants for citizenship, but I feel sure that law never purposed that an intending citizen should be made a football for unskillful and unfeeling clerks in the naturalization bureau here in Brooklyn, as directed by a notice from Washington saying that the applicant should report to the local bureau.

I was told by the clerk that he "had no time to bother with me." When I asked when I would get my second papers he said he "didn't know," and turned away. I was told by the clerk that he "had no time to bother with me." When I asked when I would get my second papers he said he "didn't know," and turned away. I was told by the clerk that he "had no time to bother with me." When I asked when I would get my second papers he said he "didn't know," and turned away.

I got the witnesses and then went to the Supreme Court, where I was told by another clerk that he "had no time to bother with me." I went to the bureau on another day and after more pleading on my part the papers were made out and I appeared before a Judge an hour later; then before the board of examiners, and after the examination was held I would get my papers in ninety days.

At the expiration of that time I was again notified to appear in court with two witnesses, which I did, and was again sent to the naturalization bureau, where I was told I would get the papers in another week. I did; they came this morning.

In addition to the \$1 for first papers and \$4 for the second papers it cost me \$40 to become a citizen, counting time lost from work and the cost of my witnesses, which of course I paid.

Please do not misunderstand me as grumbling about the money. I am not. It is the inconvenience and what seems to me the unnecessary delay brought about by the clerks in the naturalization bureau, and a friend who has been here twelve years, the one who told me that I would have to go through all these years he has not been able to get the taste of buckwheat cakes out of his head. I have heard that the ostrich has a better way to simplify matters for those who desire to become citizens on their own responsibility and for right reasons?

BROOKLYN, November 28. H. REDMAN.

THE YALE FOOTBALL SEASON.

A Loyal Son's Reply to Criticisms of the Coaching System.

TO THE EDITOR OF THE SUN:—Sir: In THE SUN of November 28 appeared a letter from "N. E." about Yale football. This writer has been favoring us for some years past with his views on football, and on Yale football in particular, so that I rather expect that he will find my letter a bit of a surprise. I am a Yale man, and I believe an opportunity should be given me to refute some of his statements.

Referring to Yale men in general he says that "they are a lot of good fellows, but poor losers." All I can say is that the ostrich has a better way to simplify matters for those who desire to become citizens on their own responsibility and for right reasons? Referring to Yale men in general he says that "they are a lot of good fellows, but poor losers." All I can say is that the ostrich has a better way to simplify matters for those who desire to become citizens on their own responsibility and for right reasons?

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THE PANAMA TOLLS.

When Remitted to Coastwise Ships the Amounts Should Be Credited to Income.

TO THE EDITOR OF THE SUN:—Sir: In an editorial article in THE SUN of November 15 it is said that the recently published Panama Canal tolls are higher than they would have been if our coastwise traffic had not been exempted from paying tolls by the first section of the Panama Canal law of August 24. This exemption is, I agree, a dishonorable evasion of our treaty obligations, and calls for prompt remedial legislation. It is, in effect, the shifting of the burden of the tolls of the coastwise shipping upon the shoulders of the other users of the canal. It violates the treaty in not giving the use of the canal "on terms of entire equality."

In the same editorial article the ground is taken that "there is nothing," either in the letter or in the spirit of the Hay-Pauncefote treaty, to prevent the United States Government from paying the canal tolls of its ships. All other nations have the same right. How then can there be inequality or discrimination? I fully agree with you in this interpretation of the treaty, and believe that Britain cannot do otherwise than accept it.

While, however, it seems certain that we have the right to subsidize our ships, or to pay their canal tolls, it is equally certain that to satisfy our treaty obligations to the toll of every ship under our flag passing through the canal must be paid—must be paid, that is, by the ship or by the Government. In no other way can we give the use of the canal "on terms of entire equality." The method by which the canal ship tolls are paid by the Government is unimportant. We can give free passage through the canal to our warships, our coastwise ships, or any other ships, provided only that their remitted tolls be reckoned as a part of the cost of the canal, when making the toll rates. In this way the Government as effectively pays the tolls as in any other. If the law of August 24 had provided that the estimated tolls should be considered a part of the cost of income, no discrimination could have been alleged, and there would have been no violation of our treaty obligations.

The writer of a letter in THE SUN of November 22 argues that because of a clause in the Constitution (Article I, Section 9, Clause 6) our Government is estopped from levying tolls on the vessels of the coastwise trade; that "the Constitution is paramount over any treaty," and therefore "no breach of faith" can be charged by the Government of fifth section of the Panama Canal law. The answer to this is that there is nothing in the Constitution prohibiting the Government from paying that tolls on the coastwise trade. The Constitution is paramount over any treaty, and therefore "no breach of faith" can be charged by the Government of fifth section of the Panama Canal law. The answer to this is that there is nothing in the Constitution prohibiting the Government from paying that tolls on the coastwise trade. The Constitution is paramount over any treaty, and therefore "no breach of faith" can be charged by the Government of fifth section of the Panama Canal law.

A COOPERATIVE BYZANTINUM.

Constantinople as an International Police Station.

TO THE EDITOR OF THE SUN:—Sir: What a splendid opportunity presents itself at the moment for a giant stride in the direction of international peace and harmony! Why don't the six great European Powers get together and arrange for the nations of the world to take over Constantinople and the Dardanelles on a cooperative basis? Such an arrangement could be made the first of a worldwide series of international stations for policing the seas and preserving an open door to general international trade.

There are difficulties in the way, of course, but difficulties are made to be overcome, and the end justifies the means and is worth a lot of trouble in overcoming difficulties. With a complete system of international police stations the existing rivalry between individual armies and navies would be swept away and universal peace would be accomplished.

Without presuming to dictate the details of such a scheme, it would not seem to be difficult to outline a rough working arrangement. All the nations of the world would be required to furnish the men and the one ship each required to man the station, which would be run under the authority of an international council sitting in Constantinople and composed of one English speaking representative from each nation. The council would have the authority to issue orders in strict proportion to the cost of representation and the crew of each ship would always consist of one of an equal number of sailors from each nation. If each batch of sailors had to bring an English speaking interpreter, the cost of the station would be a perfect cosmopolitanism that would undoubtedly lead to the leveling of the whole world.

COSMOS.

NEW YORK, November 28.

NEW CRUSADES.

TO THE EDITOR OF THE SUN:—Sir: It has been a cause of regretful surprise that the present war in the East should be regarded with such scant sympathy, for really we are living in the midst of a New Crusade, and the present conflict is for the same purpose as that which moved St. Louis to leave his kingdom and lay down his life on a foreign shore.

NEW YORK, November 28. E. F. V. R.

How to Eat Oysters.

TO THE EDITOR